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Cover: An international team of technical experts planned, designed and engineered Ford's new World Car, the Escort. The Escort and all the other 1981 Fords are being unveiled at your Ford dealer's this month. For pictures and details, see the special section beginning on page 23.



Homesteading at Coyote Forest

After retiring from the U. S.
Forest Service, the author
bought some Montana land
just right for a log cabin

story and photos
by William R. Moore



FALL HAS BANISHED summer from northern Montana where my wife, Janet, and I seek to rediscover the qualities of humble living on an 80-acre homestead in the forested valley of the Swan River. Each night new ice extends farther out from shore toward the center of the ponds where ducks dive for their last feasts of aquatic



bugs before migrating south. The woods rattle with falling cones as the squirrels cut and store their food. It is harvest time. The bustling wildlife brings to us a sense of urgency, for we, too, must prepare for winter close at hand.

More wood must be cut and stacked. Snowshoes have to be var-

nished. Two snowmobiles, our basic transportation after the first deep snowfall, need minor but critical repairs. We should hunt an elk for the winter's meat supply. And there looms a host of similar essential tasks that if not done before the snow comes will not get done at all.

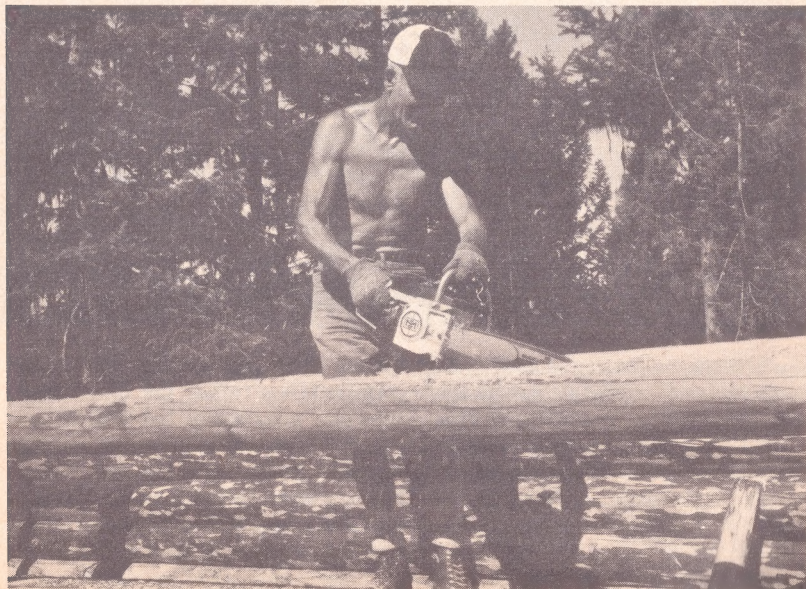
Time is short. Yet we cannot work

without pausing to wonder at the beauty of the lone aspen whose yellow leaves are mirrored in the surface of the pond. Or to watch the wakes of the muskrats as they tow cattail roots through the water. Most distracting are the larch trees whose golden hues command our attention, so we tarry near the window of our cabin, watching, listening, feeling the mystique of the forest and the land.

The European man-land history of our place began with the Forest Homestead Act of 1906, which opened to settlement those lands in the national forests most valuable for agriculture. Citizens could earn up to 160 acres by living on the land for five

years and making certain improvements. The land rush that followed was the last of its kind in the continental United States and it brought, along with several others, 35-year-old Otto Lindgren to the Swan Valley to claim the land that we now hold.

Otto began clearing the forest from his homestead about 1915. He stayed long enough to prove up on the place and during that time built a small log dwelling, a woodshed, an outhouse and a barn. Then, according to old-timers still living in the valley, he let the land go to the county in lieu of paying his taxes. Despite great strength of physique and will, Otto couldn't make a living on this land.



But in 1915, he made it possible for us to own our homestead in 1980, and we shall be eternally grateful to him.

When we first saw Otto's homestead, his cabin and barn had been burned, the outhouse and woodshed crushed to earth by the weight of wintertime snows. New forests shaded the land that Otto once cleared. Alarmed at our passing, a covey of grouse flew from a thicket and we could hear the murmur of the Swan River flowing northward through the valley. That whitetailed deer and bear liked the place showed from their tracks in the mud near the ponds. We liked Otto's homestead, too. So we bought it. And in recognition of a howling song in the night, we named our new spread "Coyote Forest." Now, like Otto's first task, all we had to do was build a place in which to live.

We chose as our dwelling site a 50-foot-high knob between two ponds where sturdy trees would provide shade, and breezes could cool our home in summer. With the log dwelling situated at an appropriate angle, from its windows we could soak up natural beauty near and far. Close in we had the forest and the ponds and their wildlife. To the west the crest of the Mission Mountains formed a jagged skyline, while eastward the Swan Range rose abruptly from the forested valley to treeless crests more than 9,000 feet above sea level. Except when wind wrinkled the water, we could see those mountains twice at a single glance, once silhouetted against the sky and again reflected in



the ponds. Flanked by that double exposure, our home would provide shelter and rekindle our spirits as well.

A 22- by 36-foot log dwelling with an eight-foot-long porch would fit nicely on the site, and outbuildings necessary for operating our homestead could be built nearby. A companion knob provided an elevated location for a guest cabin. By clustering facilities on less than two acres, the remainder of Coyote Forest could be shared by us and the wildlife. We decided to build the log dwelling first. Since it would take two summers to get it under roof, we erected a temporary camp and lived in that while we worked.

To build and live at Coyote Forest without destroying its natural charm presented a challenge to us from the outset. Untrammelled plant life at first seemed too priceless to crunch. But

our concern for the environment faded with time. A well-worn trail soon led to the spring. Fragile plants and grass went down under boot heel and log skidding. Where we once tried to save them, a few broken young trees mattered little after two or three were squashed. All things considered, we were part of the ecosystem, too, and we had to have a dwelling and something had to give to make room for us.

Obviously, it was impossible to build anything, to even be at Coyote Forest for that matter, without crushing wild strawberry plants, lodgepole pine seedlings and a host of their companions in the forest. We talked and thought about our entry into that natural world. When viewed in perspective of the entire homestead, damage inflicted upon the environ-



ment by our activities was minor. Most dangerous to the naturalness of the place was our willingness to rationalize taking more room for us and leaving less for wildlife and natural beauty. That trend would have to be watched.

To capture the rich browns of the inner bark during peeling and curing,

we cut logs for our dwelling in late fall after cold weather drove the tree sap down. We skidded the logs, 120 in all, from the woods to the site with our pickup truck. By the time we stacked the logs the squirrels were dropping cones again, a sure sign that winter would soon claim the land, so we waited until spring to begin building the dwelling on the knob.

We returned to Coyote Forest about the same time as the migratory wildlife and found the earth bursting with new plant growth in response to springtime sun. Wild geese gabbed on the river's sandbars, but the most-heard note in the song of life was the hum of mosquitoes, most of them swarming after Janet's and my blood. We cursed them at first, but soon realized that we had something in common with mosquitoes. They thrive in cool shady places — in the grass on the edge of the ponds and in the moist forest near the spring. That's what we liked about Coyote Forest, too.

Most of the time I worked on the log dwelling alone. Many pilgrims, however, journeyed from outside the valley to help and to learn how to notch logs or to keep marauding bears from breaking into camp when I had to leave for a day or two. Mel and Ella Mae, our neighbors two miles away, said when we started: "Don't worry how you'll get those big jobs done. The people will show up when it's time." And they did. The echoes of their hammers still tug at our hearts, for to have had them with us, however briefly, has been the most fulfilling

experience at Coyote Forest.

Seasons have bloomed, faded and receded to history. Now we've worked on the homestead for more than four years, almost as long as it took Otto Lindgren to prove up on the land. Our dwelling is snug, though not yet finished inside. At some risk of our simplified lifestyle we installed a telephone and electricity. The wash house is up and the shop is at least half done. Most important, our work complements the natural diversity of Coyote Forest. We are an integrated part of the landscape, and the spirit of place that drew us here remains intact.

It is good to be part of this land, for it seems to us that freedom of spirit and living close to the natural earth go hand in hand. Most people

these days necessarily take up with their world through one kind of technology or another. With few exceptions, we take up with Coyote Forest much as Otto Lindgren did 65 years ago.

Those few technological exceptions are important, however. With a boost from the chain saw, our four-wheel-drive pickup, our snowmobiles and a few light bulbs, we think we'll make it where Otto had to sacrifice the land for taxes. We'll use those devices austere because we don't want technology to clutter our lives. Instead, we want it to set us free.

And we are free. But wait; feel that nip in the air? Hear that rattle in the woods? We must get on with our work because, you see, those squirrels are dropping cones again. □

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The Macadamia- The Perfect Nut

by Nancy Kennedy

I HAVE a confession to make. On my first trip to the big island of Hawaii last year, my most memorable experience was standing next to a giant silver bowl overflowing with macadamia nuts. Oh yes, I was also awestruck by the magnificent scenery of Waipo Valley, the spectacular purple haze on the mountains and the miles of wild orchids along the road to Volcano National Park.

But for sheer joy it was the sight of hundreds of pounds of plump, extra-large macadamias that was really the high point of that trip. The macadamias were displayed as part of a spectacular buffet given by two enthusiastic macadamia growers, Paul and Anita DeDomenico. The nutty party was held under a magnificent yellow-and-white-striped tent on the lawn of their 77-year-old plantation house. Every dish on the groaning tables had macadamia nuts in the recipe. Heaven! I realized that day that I had never had my fill of these elegant, gourmet nuts and at the risk of gaining 20 pounds on the spot, I sampled a bit of everything. The dishes were absolutely superb.

While visiting the growing area of my favorite nut, I decided to learn a bit more about the "perfect nut."

About the middle of the last century, a pair of Australian botanists discovered the edible qualities of the indigenous "bush nut," whose husk is about the size, shape and color of a muddy golf ball. They proclaimed it delicious, a verdict met with profound apathy by the world at large, and dubbed it the Macadamia in honor of their friend and fellow scientist, Dr. John Macadam.

The macadamia was introduced to Hawaii in 1881 as an ornamental tree. (It has low-gloss leaves that resemble those of a spineless holly.) Epicures, eager to sample the nuts, soon found out why the macadamia had languished in Australia. While the thick husk was easily removed, the kernel inside was protected by a steely shell that a different McAdam might well have found suitable for surfacing roads.

*Lei Ma'a, Miss Universe Hawaii, and Mimi-
rie Acaín with macadamia blossom head
leis and a cluster of unshelled macadamias*

photos courtesy of Hawaiian Holiday Macadamia Nut Co.



Quite simply it was a tough nut to crack. Persistent enough to hammer the nuts open, Hawaiians pried the fragmented kernels loose from the broken shells, and roasted and salted them. The macadamia was like no other nut, either in taste or consistency. Its meat was at once creamy and crunchy.

During its first 40 years in Hawaii, the macadamia was never considered a possible cash crop. Planters had dedicated every bit of arable land to sugar or pineapple and had no interest in sacrificing even a square foot to an alien tree that took seven years to bear, then produced a nut that could not be cracked by any existing machine.

Finally, agricultural experts solved the thorny growing problems. And university researchers discovered that kernels would separate intact from cracked shells if the nuts were pre-shrunk in drying bins. Today the macadamia is a multimillion-dollar crop in Hawaii and a favorite of nut fanciers around the world.

Below are recipes of some of the desserts shown on the opposite page, plus a bonus of one recipe from TV star Jim Nabor's mother. All the recipes are from *My Macadamia Nut Recipes* by Anita DeDomenico, available for \$4.95 postpaid by writing to Hawaiian Holiday Nut Co., P. O. Box 707, Honokaa, Hawaii 96727.

MACADAMIA MOCHA CHEESECAKE

- 1½ cups chocolate cookie crumbs
- 1 cup finely ground macadamia nuts
- ½ teaspoon cinnamon

- 1 stick (½ cup) melted butter
- 1 cup sugar
- 3 eggs
- 1½ pounds cream cheese, softened
- 8 ounces semisweet chocolate, melted
- 2 tablespoons cocoa
- 1 teaspoon instant Kona coffee
- 1 teaspoon vanilla
- 3 cups sour cream
- ¾ cup chopped macadamia nuts
- ½ stick (¼ cup) melted butter
- ½ pint heavy cream
- Chocolate curls
- ½ cup whole macadamia nuts

Using a rolling pin, crush enough chocolate cookies to make 1½ cups of fine crumbs. Empty into bowl and mix in ground macadamias and cinnamon. Blend ½ cup melted butter with crumbs and nuts and pour into center of a well-buttered 9-inch spring-form pan. Flatten mixture over bottom and press up along sides. Chill shell in refrigerator. In a medium bowl beat sugar and eggs until the mixture is light, and stir in softened cream cheese. Melt chocolate, dissolve instant coffee in 1 teaspoon of water, and add both to the bowl along with cocoa and vanilla, mixing thoroughly. Next beat in sour cream and chopped macadamia nuts. Fold in remaining butter and pour batter into chilled shell. Bake in a 350° oven for 45 minutes. Do not be alarmed if the cake seems quite liquid. It will achieve a firm and delicious consistency when chilled. When almost ready to serve, decorate cake with whipped cream, chocolate curls and the whole macadamia nuts.

THE MACNUTTIEST PIE OF ALL

- 3 eggs
- 1 cup sugar
- 1 cup light corn syrup
- 1½ tablespoons melted butter
- 1 teaspoon Amaretto liqueur
- ⅛ teaspoon salt
- 2 cups coarsely chopped macadamia nuts (whole nuts chopped by hand)

- 1 10-inch unbaked pastry shell with fluted edge
- 1 egg
- 1 cup whipping cream

Preheat oven to 375°. In a large mixing bowl beat 3 eggs well. Add, in a steady stream, sugar, syrup, butter, Amaretto and salt. Beat thoroughly at high speed. Fold in macadamia nuts with a rubber spatula until well distributed. Pour mixture into prepared pie shell. Beat remaining egg in a small bowl. With pastry brush, completely coat fluted edge of pie shell with egg. Bake for 15 minutes. Reduce oven temperature to 350° and bake an additional 20-25 minutes. Pie should be caramel brown color. Serve pie warm or cold with lightly sweetened fresh whipped cream. Serves 6-8.

OLD HAWAII MACADAMIA CAKE

- 2¾ cups sifted cake flour
- 2 teaspoons baking powder
- 1 teaspoon salt

- 2 sticks (1 cup) butter, softened
- 1¾ cups sugar
- 4 eggs
- ⅔ cup milk
- 2 teaspoons crème de cacao
- 1 teaspoon vanilla
- 1 cup finely ground macadamia nuts
- Confectioners' sugar
- Additional finely ground macadamia nuts

Preheat oven to 350°. Sift flour, baking powder and salt and set aside. In the large bowl of a mixer beat butter, sugar and eggs at high speed for 3 minutes. Remove bowl from mixer and stir in dry ingredients alternately with the milk, beating hard after each addition. Batter should be smooth. Stir in crème de cacao, vanilla and macadamias. Pour batter into a bundt pan that has been greased and lightly floured (I like to use my Teflon-lined bundt pan). Bake for 1 hour and 5 minutes, or until cake



Anita DeDomenico amidst some of the delicious macadamia confections she created

tester comes out clean. Cool cake in pan on a wire rack for 10 minutes. Loosen cake around center and outer edge and invert onto wire rack. Cool completely. Sprinkle cake with confectioners' sugar (use a sieve) and ground macadamia nuts.

MOM NABORS' RUM CAKE

Famed TV star Jim Nabors is a respected epicure, and Beverly Hills (and Honolulu) restaurants vie for his praise. But when Jim wants his favorite dessert, his mother Mavis makes this macadamia rum cake for him. Jim's enthusiasm for macadamias is so great he has planted an orchard of macadamias in Hawaii.

- 1 box yellow cake mix (18-ounce)
- 1 box vanilla instant pudding (4 serving size)
- 4 eggs
- $\frac{1}{2}$ cup cold water
- $\frac{1}{2}$ cup oil
- $\frac{1}{2}$ cup rum

- 1 cup chopped macadamia nuts
- 1 recipe rum glaze (below)

Preheat oven to 325°. In a bowl combine cake ingredients. Mix macadamia nuts in last. Pour batter into a greased and floured bundt pan. Bake the cake for 1 hour or until cake tester comes out clean. Cool in pan on rack. While cake cools make rum glaze.

Rum Glaze:

- 1 stick ($\frac{1}{2}$ cup) butter
- $\frac{1}{4}$ cup water
- 1 cup sugar
- $\frac{1}{2}$ cup rum
- Another $\frac{1}{2}$ cup rum

In a saucepan combine butter, water, sugar and $\frac{1}{2}$ cup rum, and cook for 5 minutes. Remove from heat and add remaining $\frac{1}{2}$ cup of rum. Cool. Carefully spoon glaze over cake until it is completely absorbed. Let sit for a while then turn out on cake plate. ☐

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The Jazz Kittens

by Grady James Robinson

illustrations by Marcus Hamilton



Following the crashing climax of *Rock Around the Clock*, Mrs.

McCutcheon held her sides giggling uncontrollably. No one had seen her laugh or smile in 43 years

WITH EACH BEAT of the foot pedal, the bass drum inched slowly toward the edge of the stage. The noise vibrated the windows as the entire school rocked around the clock with the four-man band known as the Jazz Kittens. Few noticed the drum inching its way toward the first row of seats. Not at first, but as the drum got closer to the edge of the stage it became obvious because the drummer had to stretch to reach it. Bill Bailey played the clarinet, Tim Woody the baritone horn and Joe Stafford played the cornet.

Me? I played the drums.

Actually, I was not a drummer. I was a third-row trumpet player. But the Jazz Kittens were in desperate need of a drummer, and because my older brother was the drummer for the Jazz Katz, they figured I had rhythm in my blood. I may have had it in my blood, but it was my hands that

were trying to bang out a steady rhythm.

We were playing *Rock Around the Clock*, which was a smash hit tune by Bill Haley and the Comets. But it was even a bigger smash hit in Greenwood, Arkansas, because the Jazz Katz played it often. It was their theme song, and when they played it, it threw the audience into a frenzy.

The Jazz Katz were a real jazz band. They had 10 members, all in high school, and played at a lot of different places around the country. Like Wanda Lee Shane's birthday party, and Greenwood High School assemblies, and local pep rallies. And once they played in Milltown, Arkansas, at the Masonic Lodge Hall. Milltown is a town of 74 people, one store and the Lodge Hall. They even made a record that night. They recorded their performance and sent the tape to Kansas City where a 45 rpm record was made. It didn't sell very well, though. It sold exactly 10 copies. They sent one to KWHN Radio in Fort Smith, but nobody knows if it ever got played on the air.

My brother was the drummer for the Jazz Katz and so, when four of us in the seventh grade decided to start our own serious jazz band called the Jazz Kittens, I was drafted to play the drums.

"It's easy," they said. "All you got to do is hit the snare drum on one beat and the bass drum on the other."

"Oh, that doesn't sound so complicated."

"It's easy," they said. "You'll be a



natural, with your rhythm and all.”

We practiced one time during the sixth period and found out a week later that we had a booking. We were scheduled to perform in front of the entire school during a pep rally. The entire school. That’s everybody.

We bought spiffy outfits. We already had white shoes, white socks and white shirts from our marching band uniforms, but the real kicker was the bow ties. Somebody got the bright idea to wear bow ties. So then we came up with these neat Ivy League caps that were the rage at that time. White shoes, white socks, blue jeans, white shirts, bow ties and Ivy League caps.

“Look, all you got to do is hit the snare, ‘thwack’ and then hit the bass with your foot pedal, like ‘thump,’ got it?”

“Got it! Thump-thwack-thump.”

“No, no, not thump-thwack-

thump, it’s thwack-thump-thwack. You must hit the snare on the down beat and the bass on the up beat.”

“Now wait just one minute,” I said. “You didn’t tell me all that complicated stuff at first. You mean the snare has to be hit on the down beat? I didn’t know there was a down beat.”

“No problem,” said Joe. “Just start with the snare and then the bass, and stay that way all the way through the song and you will be fine. Besides, the crowd is going to be clapping so loud and rocking so much that they will never notice. We’re gonna kill ‘em just like the Jazz Katz.”

When the curtain opened the crowd sure enough got loud. A kind of a scream. The entire school, including all the teachers, the senior high football team, the cheerleaders, the junior high football team, the junior high cheerleaders including Mary Janelle Cullpepper, the Jazz Katz themselves

in person, and everyone else, screamed with laughter.

"Hit it," said Joe, the cornet player. He meant hit the rim of the snare drum 10 times, which was the way to start *Rock Around the Clock*. I hit the rim of the snare drum 10 times, just like my brother did with the Jazz Katz. 1-2-3-4-5-6-7-8-9-10. That was the signal for Joe to start rockin' around the clock on his cornet.

Joe rocked out with the lead, but you couldn't hear him because the audience was still in extreme agitation. I was giving it my very best thump-thwack-thump and Tim came in on the second line, ta-da-ta, da, da, ta-da-da-da. Then Bailey came in with his clarinet on the third bar. The audience clapped and stomped. We figured this was it, instant fame. It was.

I was doing just fine until I looked out the corner of my eye and saw one of the Jazz Katz trying to get my attention from behind the curtain. He was waving his hands and pointing to my drum set that included one cymbal. I thought he was trying to tell me that I was on the wrong beat. So I stopped and tried to get the thump on the down beat and the thwack on the up beat, or was it the other way? I decided that it didn't really matter since you couldn't hear anything anyway. So I reached over and nonchalantly slapped the cymbal a good lick.

We were killing them, all right.

With each thump the bass drum inched closer and closer to the edge of the stage. Joe was blowing his

brains out on the cornet and so didn't notice. Tim was tooting faithfully with puffed cheeks and flying fingers on the baritone horn. It was a formidable task because Tim weighed only 88 pounds. The kid could blow the horn, though.

Bill was having trouble with his clarinet because of his nervousness on the stage. Clarinets sometimes squeak when you don't blow on them just right. They tell me it has something to do with the way you hold the reed in your mouth. I'm not sure that Benny Goodman ever had that problem but Bill Bailey was not Benny Goodman. Bill squeaked often in practice, but in front of people, he was one, long, off-key squeak. Even in the den of noise, the shrill squeak could be heard above all else.

Every time Bill squeaked, Charles Pudlas, top clarinet player in the Jazz Katz, put his hands over his ears and screamed with laughter. Bill would have been very embarrassed if he had known, but Charles' scream could not be heard above the din.

I tried to maintain the beat. Thump-thwack-thump-thwack. The bass drum moved closer and closer to the edge of the stage. I scooted down farther and farther in my chair to extend my leg out as far as I could go without falling out of the chair. The kids in the front row noticed it at first, then as I disappeared down behind the drum the people in the back of the auditorium began to watch the unfolding drama. The question was simple. Would the song end in time,

or would the drum go over the edge of the stage?

"We're gonna rock around the clock tonight, we're gonna rock, rock, rock 'til broad daylight." They were singing now, and clapping. Some seniors stood up in their chairs on the back row. Billy Clay, a kid with duck-tails, was laughing so hard he fell over backward and almost knocked himself out. Nobody noticed.

I didn't want to stop to pull the bass drum back toward me. I knew that if I stopped, the Jazz Kittens would lose their place and I couldn't let that happen. Besides, stopping to adjust the drum would somehow be admitting an embarrassing situation. Like when your kid sister shows up at a party. I thwacked and thumped. And every once in awhile just to show that I was no amateur I reached over to the cymbal and gave it a good rap with a loose drum stick. It clanged impressively I thought.

We were coming to the end of the song. I hoped they would hurry. The drum was now on the very edge of the stage. Part of it was over the side. I was supposed to close the song with a flurry of thwacks and thumps and whack the cymbal a time or two for good musical effect.

I did.

I could barely reach the cymbal, but thank goodness I did and swung with great vigor. Joe had finished the song, but for some reason Tim had a bar or two to go. Bill gave it one more effort only to release a squeak approaching six decibels.



That's when the bass drum went over. It made a glorious crash. The crowd cheered and roared and screamed, and everyone stood up to watch it go over. I hit the cymbal too hard on the last lick and it tottered, held itself for a tantalizing moment, then crashed loudly into the first row.

I fell off the chair.

The curtain closed.

It wasn't so much noise as it was vibration, like cherry bomb explosions in the boys' bathroom. They were standing, stomping, whistling, screaming, throwing books in the air, slapping each other on the back, and even Mrs. McCutcheon, the history teacher whom no one had seen laugh or smile in 43 years, was holding her sides giggling uncontrollably.

The curtain opened.

We bowed low exaggerated bows. I waved my drum sticks. "We killed 'em," shouted Joe, smiling.

The curtain closed. □

illustrations by Raymond F. Houlihan



Thanksgiving— A Banquet of History

The origin of this day when Americans traditionally enjoy turkey with all the trimmings may be lost, but it doesn't obscure the heartfelt need to give thanks



by Val Lauder

TURKEY AND dressing.
Cranberry sauce. Pumpkin pie.

Thanksgiving has been called the most American of our holidays, yet the depth of its roots in American history is sometimes lost amid the custom of turkey with all the trimmings and the traditional school pageant with its "Speak for yourself, John."

The image of the Pilgrims, with their silver-buckled shoes and high-crowned black hats, is so indelibly etched on the November day that it is

hard to think of Thanksgiving without them. Or before them.

Yet, the custom of giving thanks goes back far beyond Governor William Bradford or Elder Brewster, to the days of the Roman Empire. Constantinople for years celebrated Constantine's victory on September 24, and Alexandria observed July 21 as a day of thanks for the cessation of earthquakes.

The Pilgrims were not even the first to hold a thanksgiving observance in this country. Several such services had been recorded in the Colony of Virginia before the Pilgrims got their feet wet at Plymouth Rock.

The first Virginia observance in 1584 received only passing reference in the records of an expedition sent out by Sir Walter Raleigh. Because the expedition did not prove to be permanent, its claim of being Thanksgiving No. 1 is tenuous, at best.

The early 1600s, however, saw three pre-Pilgrim observances of thanksgiving in Virginia — all duly recorded and authenticated, all undoubtedly influenced by events in England in 1605.

On November 5 of that year, a plot to blow up the King and the House of Lords failed, out of gratitude for which a national Thanksgiving Day was established. And in April 1607, the Jamestown colonists on disembarking "knelt to thank God for safe arrival."

Three years later, the 60 (out of 430) Jamestown colonists who survived the "starving time" were under-

standably grateful for the arrival of a ship with fresh supplies and "the landing was marked by a service of Thanksgiving."

But it is the observance in 1619 that has laid claim to being the first American Thanksgiving. A group of newly arrived settlers landed at a site on the James River some 40 miles north of Jamestown. Setting foot on shore, at a site that is today part of Berkeley Plantation (where the observance is reenacted each year on the first Sunday in November), the newcomers duly kept the first of the 10 directives in their charter: "... that the day of our ships arrivall . . . shall be yearly and perpetually kept holy as a day of thanksgiving to Almighty God."

If the early Thanksgivings in Virginia have been obscured by the mists of time, the first Thanksgiving at Plymouth has been almost lost beneath the thick patina of art and literature. Myth and legend have been braided into fact.

In the first place, the Pilgrims' Thanksgiving was not held in Novem-

ber. The Thanksgiving observance proclaimed by Governor Bradford was celebrated beneath the azure blue skies of October. (The occasion is observed annually at Plimoth Plantation in mid-October.)

Then, too, it was not a *day* of Thanksgiving — it was a week-long harvest festival. True, it was a time of heartfelt gratitude. And yes, the Indians were invited to join the celebration. But visions of Elder Brewster seated at the head of a long table, hands piously folded in prayer, must give way to the fact that the occasion was a giant cookout. The Pilgrim houses were small huts. Ninety braves with five freshly dressed deer just wouldn't fit inside them.

As the early settlers in Virginia were apparently influenced by the English custom of holding a thanksgiving service in gratitude for significant events, so too the Pilgrims seem to have drawn heavily on the "Harvest Home Day" that was a regular autumn event in the England of James I. But the American Thanksgiving began to evolve throughout the land.



Both colonies came to accept the native American turkey as the traditional holiday bird, although Southerners stuffed it with a corn-bread dressing. The Virginians also dished up black-eyed peas and cymling squash, the latter seasoned with salt pork and onion. The Yankees served cranberries, squash and put the pumpkin in the Thanksgiving picture.

That the Pilgrims came to be identified with Thanksgiving — and the Virginians' claim to the first Thanksgiving comes as a surprise — may be traced in no small part to the fact that it was *the* annual event in New England.

Unlike the Virginians, who enjoyed a long and happy yuletide season, during which the banquet tables sagged under the array of baked hams and roasts of beef, the Puritans did not approve of or celebrate Christmas. Like mince pie, it was anathema to them. Thanksgiving came to fill the need for an annual holiday that brought friends and family together.

The Pilgrim identification with

Thanksgiving also got a big assist from Henry Wadsworth Longfellow. A Yankee — and a descendant of John Alden — he gave the Pilgrim image a memorable glow in his *Courtship of Miles Standish*, of which he said: “. . . The poem will be an idyll of the Old Colony times, a bunch of mayflowers from the Plymouth woods.”

It was. And it became the cornerstone of Thanksgiving pageants in schools throughout the land; each year, “Speak for yourself, John” echoes in auditoriums from sea to shining sea.

As if this one-two punch weren't enough, the virtues of the New England Thanksgiving were extolled in editorial after editorial by the editor of the most influential magazine of the time, *Godey's Lady's Book*. Mrs. Sarah J. Hale also hammered away at the need for a national holiday on the last Thursday of November, at which time the nation would give thanks for the blessings of the year.

For some 20 years, Mrs. Hale worked to make Thanksgiving an an-



nual national holiday. And if she achieved some success with governors, who began to declare the last Thursday in November a state holiday, her letters and editorials did not move a U.S. President until 1863. On October 3, Abraham Lincoln issued the first Presidential proclamation designating Thanksgiving as an annual national holiday, to be celebrated on the last Thursday of November.

"The year that is drawing toward



its close," Lincoln noted in that first proclamation, "has been filled with the blessings of fruitful fields and healthful skies. To these bounties, which are so constantly enjoyed that we are prone to forget the source from which they come, others have been added. . . . In the midst of a civil war of unequalled magnitude and severity . . . peace has been preserved with all nations, order has been maintained, the laws have been respected and obeyed, and harmony has pre-

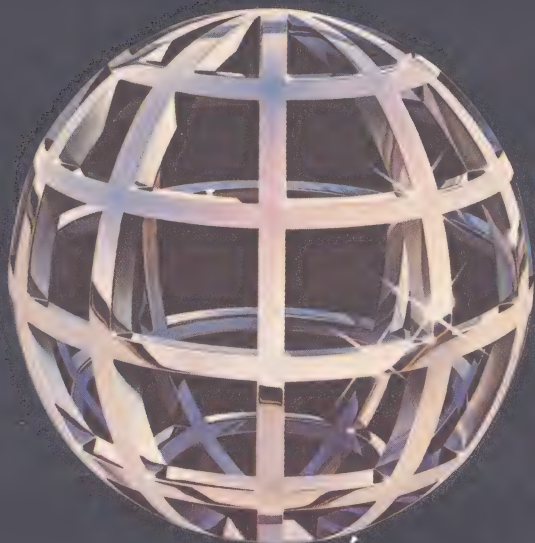
vailed everywhere except in the theatre of military conflict; while that theatre has been greatly contracted by the advancing armies and navies of the Union."

With his proclamation, Lincoln melded the Northern and Southern Thanksgiving into a national event.

In World War II, Thanksgiving came full circle. England, which had so strongly influenced the early settlers in the custom of thanksgiving, experienced its first American Thanksgiving in 1942, when churches throughout the island kingdom were turned over to the American forces for a Thanksgiving service.

Westminster Abbey, for the first time in its 900-year history, was "in the hands of outsiders" as the Stars and Stripes was borne into the sanctuary and placed on the altar, to open the service. The U.S. ambassador read the Thanksgiving Proclamation that had been issued by President Franklin Roosevelt to an audience that included, in one section, officers and men from all of the 48 states, and, in another section, Army nurses and Red Cross workers.

Today, whether we choose to emphasize the religious service of the first observances in Virginia, or to enjoy the feasting and celebration of the Pilgrim festival at Plymouth, or to recall the special significance of those Thanksgivings observed in wartime, we may perhaps be forgiven — as we take a second helping of turkey and reach for the cranberry sauce — if we simply say "thanks." □



**Ford...
World Car Company...
Introduces the 1981s...
Now at Your Ford Dealer's**



Escort has the highest EPA fuel-economy rating of any Ford vehicle ever produced in the United States. Equipped with 1.6-liter engine and four-speed manual transaxle, the three-door Escort has an EPA-estimated mpg of 30 and a highway rating of 44.* (Applicable only to units without air conditioning or power steering. Not available in California.)

*For comparison. Your mileage may differ, depending on speed, distance and weather. Your actual highway mileage probably will be less.

Escort GLX three-door hatchback in Black



Meet the Escort

by P. E. Benton, Jr.,
Ford vice president and Ford Division general manager



Ford Motor Company's new front-wheel-drive Escort is designed to be one of the most sophisticated, efficient and technically advanced small cars ever made in the United States.

Escort is the first generation of

Ford's World Cars. It represents the combined design and engineering talent of Ford teams in North America, West Germany, Britain and other parts of the globe.

The Escort is available in three-door hatchback and four-door liftgate models. A "sister" version of the car is being built and sold in Europe — also under the Escort nameplate.

The most prominent technical features of the Escort are its new Compound Valve Hemispherical engine, new manual and automatic transaxles (front-wheel-drive transmission/axle units) and a new fully independent suspension system highlighted by Independent Rear Suspension.

"Escort is the first generation of Ford's World Cars. It represents the combined design and engineering talent of Ford teams in North America, West Germany, Britain and other parts of the globe."

Our Compound Valve Hemispherical (CVH) engine is a unique, advanced powerplant. The valves are at a compound angle to the cylinder axis, and the combustion chamber is an almost-perfect hemisphere.

The CVH engine, which is available in a 1.6-liter version, features an overhead camshaft, aluminum cylinder head, computer-designed cylinder block, contoured



Escort GLX interior includes reclining low-back bucket seats

fully machined piston crowns, machined combustion chambers and computer-aided calibration of all control systems.

Ford's new manual transaxle (MTX) is standard on the 1.6-liter engine. The MTX is fully synchronized and has an overdrive fourth gear. Escort's new-concept, three-speed automatic transaxle (ATX) is available as an option. The ATX, with its Ford-patented split-torque feature, is designed to provide fuel efficiency approaching that of some manual transmissions while retaining the convenience of an automatic.

Fully independent suspension is a feature usually found on the most expensive imported sedans and

sports cars, and Escort is the only domestically produced small car to provide such a system. Because Escort's Independent Rear Suspension (IRS) eliminates a cross-car axle and because wheel movements are controlled independently, Escort will remind drivers and passengers of larger cars. Yet IRS geometry also makes this car a good performer in tight and bumpy turns.

Another important benefit of IRS is improved packaging. The elimination of the solid axle allows for more luggage space, and the more compact design of the suspension system provides more rear seat room and easier access to the rear seat.

In addition to Escort's powertrain



Escort GLX four-door liftgate in Silver Metallic

and chassis improvements, there's a very important bread-and-butter feature to this car — low cost of maintenance. Recommended scheduled maintenance on the Escort will average less than one

hour a year, which reflects well on the design and engineering in this World Car. And, of course, all Escorts are backed by Ford's three-year unlimited mileage corrosion-perforation warranty. □

Escort GL four-door liftgate in Bright Blue



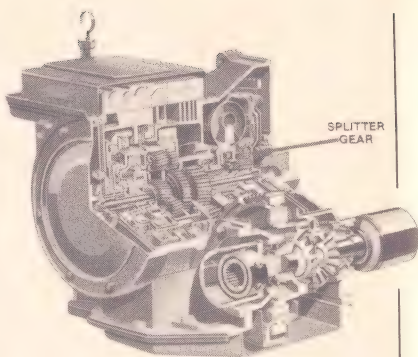
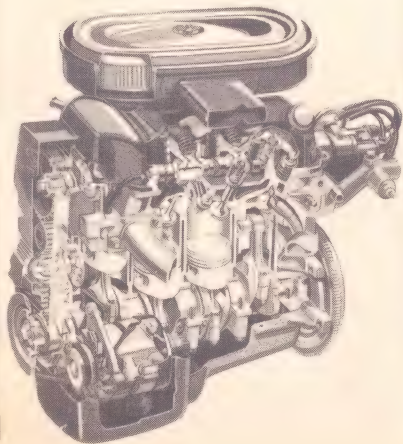
Escort and Its Better Ideas

How innovative is the technology in Ford's new Escort?

U.S. patents have already been granted for 14 components of the company's new World Car, and action is pending on 21 other patent applications. More applications will be submitted in the near future, and other components are still being evaluated for patent applications.

Escort is being launched with all-new powertrain components, including the four-speed overdrive manual transaxle (MTX) and optional three-speed, split-torque automatic transaxle (ATX) — both of which are patented — and the

Compound Valve Hemispherical (CVH) engine



Split-torque automatic transaxle (ATX)

Compound Valve Hemispherical (CVH) engine.

A patent application has been submitted for the CVH engine, which was developed by an international team of Ford engineers with long experience in racing.

Other Escort components that have received patents include the radiator valve assembly, exhaust gas recirculation control, carburetor automatic choke construction, non-reversible odometer, self-adjusting clutch release mechanism and waterproof electric terminal.

Among items for which applications are pending are the engine cooling system air venting arrangement, internal control plate for the MTX, method for producing foamed panels, method for making ductile iron castings having thin walls, upper mount for front suspension strut, preloaded engine mount, thin-walled exhaust gas manifold casting structure, disc brake mounting and terminal block for fuses and electrical connectors. □

Escort's Many Options

Escort's broad selection of optional equipment separates Ford's new World Car from most of its competitors. Escort was specifically designed with a full complement of appearance, convenience and comfort options.

But don't think for a minute that the basic Escort is an austere vehicle. Standard equipment includes halogen headlamps, semi-styled steel wheels, bright bumpers, AM radio, high-back front bucket seats and folding rear seat. Escort also comes with 10-ounce cut-pile carpeting, glove box, color-keyed instrument panel with built-in coin trays, dome light and front door courtesy light switches.

Nevertheless, it is in its selection of optional features that the new Escort excels.

Fingertip Speed Control, a feature usually associated with larger cars, is available on Escort, as are reclining front seats in high- or low-back styles. Escort offers a variety of interior trims and a wide choice of excellent sound systems, including AM/FM stereo with cassette tape player. There's a host of other convenience items available on Ford's World Car, ranging from interval windshield wipers to an extended range fuel tank.

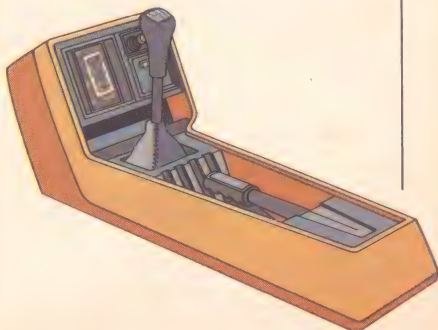
Escort may be equipped with an optional Handling Suspension that includes an increased-diameter front stabilizer bar, heavy-duty shock

absorbers and stiffer front and rear springs. The optional Instrumentation Group provides Escort with a tachometer, trip odometer and engine temperature gauge.

Here is a complete list of optional features available on the 1981 Escort:

- Air conditioner, manual temperature control
- Air deflector, roof (four-door liftgate only)
- Automatic transaxle, three-speed split-torque
- Battery, heavy-duty
- Belts, color-keyed deluxe
- Bodyside protection, lower
- Brakes, power front disc/rear drum
- Bumper guards, front
- Bumper guards, rear
- Bumper rub strips, front and rear
- Clock, electronic digital
- Console with graphic warning display
- Defroster, electric rear window

Console includes graphic warning display module





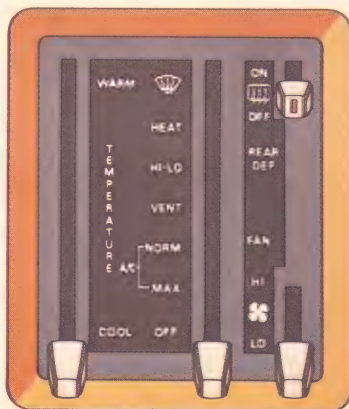
Rear window wiper/washer



Fingertip Speed Control



Instrumentation Group



Air conditioner



Flip-up open-air roof



AM/FM stereo radio with cassette tape player



Cast aluminum wheels

- Fuel tank, extended range
- Glass, tinted complete
- Heater, engine block immersion
- Instrumentation Group
- Light Group
- Luggage rack, deluxe
- Mirrors, dual remote-control sport
- Moldings, bodyside with vinyl insert
- Paint/tape, Tu-tone
- Premium Sound System
- Protection Group, Appearance
- Radio, AM with dual rear speakers
- Radio, AM/FM monaural
- Radio, AM/FM monaural with dual rear speakers

Escort was specifically designed with a full complement of appearance, convenience and comfort options.

- Radio, AM/FM stereo
- Radio, AM/FM stereo with cassette tape player
- Reclining front seat backs
- Roof, flip-up open-air
- Seats, low-back bucket
- Speed Control, Fingertip
- Squire Wagon Option
- Steering, power
- Suspension, Handling
- Tires, P155/80R13 white sidewall, P165/80R13 white or black sidewall
- Trim rings, wheel
- Wheels, cast aluminum
- Windows, pivoting front vent
- Windows, remote-control quarter (three-door only)
- Windshield wipers, interval
- Wiper/washer, rear window ☐

INTRODUCING THE NEW WORLD CAR



**ENGINEERING TEAMS FROM
AMERICA AND OVERSEAS JOIN
FORCES TO CREATE A NEW
CAR WITH BETTER IDEAS
FROM AROUND THE WORLD**

Top engineers drawn from Ford's world-wide resources teamed up to create Escort. They pooled their expertise ... compared, tested, evaluated, experimented ... to come up with better ideas. The result: a high-mileage car built in America to take on the world.

Escort has the highest projected gas mileage ratings of any compact—foreign or domestic.

1981 EPA mileage ratings were unavailable at the time of printing. But Escort is projected to have higher ratings than any gas-powered 1980 compact. In fact, Escort should beat most 1980 subcompacts, including the less roomy gas-powered VW Rabbit, Honda

FORD ESCORT



Escort, available in 3-door hatchbacks, 4-door liftgates, and Squire wagon option.

Accord and Toyota Corolla hatchback.

This is based on Ford tests and comparison to 1980 competitive model EPA

ratings, excluding diesels.

Escort has many other advances: front-wheel drive combined with 4-wheel independent suspension, new design CVH engine and more. Ford's optional Extended Service Plan provides additional protection.

Whether you buy or lease, see your Ford dealer after Oct. 3rd introduction for his 1981 Gas Mileage Guide.

BUILT TO TAKE ON THE WORLD



Granada GLX four-door in Fawn

Granada

Ford's Response to a Changing World



From inception to finished product, Granada for 1981 has been completely redesigned to meet the challenges of a changing world. A more contemporary version of the car that helped revolutionize the mid-size market, Granada offers its

buyers an all-new exterior, improved aerodynamics and engineering refinements in steering and handling.

And although trimmer in design and lighter than last year's model, Granada for 1981 is a six-passenger family-sized car with more trunk space and interior passenger room than its predecessor.

Granada's standard powertrain is a fuel-efficient 2.3-liter overhead cam engine coupled with a fully synchronized floor-mounted four-speed manual transmission. For added performance, optional 3.3-liter (200-CID) six-cylinder and 4.2-liter (255-CID) V-8 engines are available with SelectShift automatic transmission.

Granada's classic good looks are complemented by an impressive array of standard equipment. All Granadas come with manual rack-and-pinion steering, power front-disc and rear-drum brakes, and P-metric steel-belted radial ply tires. Because P-metrics have a higher-rated pressure and a lighter-weight construction than conventional radials, they offer reduced rolling resistance and increased fuel economy.

Granada's hydraulic strut-type front suspension incorporates a front stabilizer bar to help provide road control and stability during cornering maneuvers. And Granada's proven rear suspension — a modified version of the four-bar-link system with coil-type rear springs — uses unique suspension arms and bushings to help improve handling and to help minimize road-induced noise and vibration.

Granada's European-flavored steering gets an added boost with an optional power rack-and-pinion system. It offers more stable steering center-feel at highway speed plus the convenience of fewer steering-wheel revolutions when turning or parking.

To help increase both driver and passenger visibility, the 1981 Granada incorporates an even lower beltline and hood than previous editions, offering more windshield and side glass area than ever before.

Another Granada better idea is the fluidic windshield washer system. A single nozzle sprays a wide pattern of washing solution over most of the windshield. The droplets are large and less affected by the wind than with



Granada's optional split-bench seats

conventional systems.

And there's more good news. A host of new serviceability features have been designed into Granada for 1981. Among them are a maintenance-free battery, audible front-disc-brake wear indicators that signal when brake pads are

wearing, front-ball-joint wear indicators that can be easily checked from under the car, and a see-through windshield-washer-solution reservoir.

Granada for 1981 is available in two- and four-door models in three ascending levels of comfort and luxury — the standard Granada L, Granada GL and Granada GLX.

Granada's handsome interior is highlighted by features such as new, more comfortable low-back bucket seats, 10-ounce color-keyed cut-pile carpeting, all-vinyl color-keyed door-trim panels, and an instrument panel with a large, easy-to-read two-pod instrument cluster with woodtone appliques, and stalk-mounted multifunction controls for turn signals, horn, head lamp dimmer and windshield wipers/washers. A special plus: a visor vanity mirror on the passenger's side.

The GL series, in addition, offers luxury vinyl seat trim, luxury door-trim panels, soft quarter-trim-panel appliques with courtesy lamps, 18-ounce cut-pile carpeting, a deluxe steering wheel and a Luxury Sound Insulation Package.

The top-of-the-line Granada GLX extends the list of luxury items with electronic warning chimes and a carpeted luggage compartment.

Outside, Granada's elegance is evidenced with such standard features as luxury lower bodyside molding, bright window frames, a left-hand remote-control mirror and dual rectangular halogen headlamps that emit a whiter, brighter light and illuminate more of the road than conventional sealed beam lights.

The GL series adds bumper rub strips and guards, color-keyed



Granada GL two-door in Black with optional vinyl roof

wheel covers, and bodyside and decklid accent stripes.

Granada's flagship — GLX — creates an image all its own with black headlamp doors, black-ribbed vinyl-insert lower bodyside moldings, and turbine wheel covers.

While the list of standard equipment is extensive, for those who wish to give their Granada special treatment, there are more than 60 options from which to

choose. Some of the more popular include wire wheel covers, air conditioning, a console with graphic warning display and digital clock, power windows and door locks, and a flip-up open air roof.

A number of radio options are available including an AM/FM stereo with a choice of cassette or eight-track tape player as well as an optional four-speaker Premium Sound System. □

Granada's rich instrument panel features dark walnut woodtone appliques





Thunderbird Heritage in Midnight Blue Metallic

Thunderbird

A Legend in Its Own Time



Introduced in 1980, the latest generation of the automobile that gave birth to the concept of a personal car — Thunderbird — returns for encore performance in 1981.

A dramatically freshened version

of Ford Division's stellar market entry, Thunderbird for 1981 offers six new paint colors, three new vinyl roof colors, four new Tu-tone combinations and a higher standard level of ornamentation as well as a restyled and more affordable Town Landau and a new top-of-the-line Heritage entry.

Providing Thunderbird's power is the proven 3.3-liter (200-CID) six-cylinder engine that replaces the 4.2-liter (255-CID) V-8 as standard equipment on the base model. The 4.2-liter engine as well as a 5.0-liter (302-CID) V-8 are offered as optional equipment. Both the 3.3- and 4.2-liter engines team with a SelectShift automatic transmission. Ford's fuel-saving Automatic Overdrive transmission is available with either V-8.

For 1981, all Thunderbirds come equipped with vinyl insert bodyside moldings, dual-note horn, fuel-efficient P-metric radial-ply white sidewall tires and halogen headlamps.

Also new-for-1981 are optional puncture-resistant, self-sealing tires. They seal 90 percent of all punctures from objects three-sixteenths of an inch or less in diameter. When the perforating object is removed, a special sealant inside the tire is pulled into the hole and plugs it, keeping the tire inflated.

And on the performance front for 1981, Thunderbird now offers an optional Traction-Lok Axle for a power-assist when you need it in snow, sand or mud.

New options include a sporty Carriage Roof, which gives the car a convertible appearance, and

pivoting front vent windows.

Thunderbird continues its tradition of distinctive styling with touches such as its unique chrome-plated grille, concealed headlamps, full-width wraparound taillights, and classic hood ornament.



Thunderbird Heritage interior

Other special features include a two-tier instrument panel with a trip odometer and self-regulating illuminated sweep-hand clock, stalk-mounted multifunction controls for headlamp dimmer, horn and windshield wipers/washers, and continuous-loop color-keyed deluxe belts with comfort regulators and reminder chime.

A practical feature which makes Thunderbird a popular choice is its deep-well trunk with a full 17.7 cubic feet of cargo area.

And there's more: All Thunderbirds come equipped with variable-ratio power rack-and-pinion steering, power front-disc and rear-drum brakes, DuraSpark electronic ignition system, maintenance-free battery, MacPherson strut-type front suspension, coil-spring four-bar-link rear suspension, front and rear

stabilizer bars, inside hood release and an anti-theft decklid lock design.

Eye-catchingly distinctive, Thunderbird Town Landau offers a padded rear half-vinyl roof with color-coordinated wrapover band and coach lamps, plus bodyside accent stripes, right-hand remote-control mirror, wide door-belt moldings and luxury wheel covers.

Inside, Town Landau owners will find themselves surrounded by the elegance of split-bench seats with fold-down armrests and dual recliners, AM/FM stereo radio, 18-ounce cut-pile carpeting, woodtone instrument-panel appliques, and the Light Group, which includes dual-beam map light, instrument-panel courtesy lights, and an engine-compartment light.

Add to that impressive list: tilt steering wheel for ease of exit and entry, interval windshield wipers and diagnostic warning lights to signal these conditions: door ajar, headlamps on, low fuel or washer-fluid levels, and malfunction of low beam lights, taillights or brake lights.

The celebration of Thunderbird luxury, innovation, and prestige, the Thunderbird Heritage series offers all the special Town Landau features plus a padded rear half-vinyl roof with brushed aluminum wrapover band and coach lamps, frenched rear-window treatment, decklid accent stripes, bright rocker-panel moldings and wire wheel covers.

Standard with Heritage also are the 4.2-liter V-8 engine; air conditioning; six-way power driver's seat; power windows, door locks and remote-control decklid release;



Thunderbird Town Landau in Fawn over Medium Fawn Glow Tu-tone

Autolamp On/Off/Delay System, and the Electronic Instrument Cluster with digital readout speedometer and an electronic fuel-level "bar graph" display.

Enveloping you in Thunderbird elegance, Heritage also includes as standard the Interior Luxury Group with appointments such as a luxury steering wheel, burlled rosewood instrument-panel woodtone appliques,

illuminated visor vanity mirror on the passenger's side, luxury luggage-compartment trim and door-trim panels, and split-bench seats in crushed velour or optional ultrasoft leather in a unique "loose pillow" sew style. Heritage also provides an AM/FM stereo search radio and the ultimate in personalization — the owner's name engraved on a bright rhodium nameplate. □

Optional Electronic Instrument Cluster





Mustang Ghia three-door with new T-Rooftop Option in Black

Mustang

A Sports Car for All America



The spirit of Mustang comes through for '81 with a wide range of models, trim packages, and power teams, and a host of exciting new options.

In fact, the selection is so vast, Mustang buyers can virtually

"custom-build" the model of their choice — from no-frills economy to sporty performance to high-style Ghia luxury.

With one of the most comprehensive powertrain lineups in its class, Mustang offers a choice of a 2.3-liter engine with or without turbocharger, a 3.3-liter (200-CID) six-cylinder engine and a 4.2-liter (255-CID) V-8. In addition, there are three transmissions — four-speed manual, five-speed manual overdrive, and SelectShift automatic. This all adds up to eight different power team combinations.

For the first time, this year a 2.3-liter turbocharged engine is being offered in tandem with five-speed manual overdrive. A 2.3-liter engine with four-speed manual transmission is standard.

Also for 1981, Traction-Lok Axle is available as an option with all powertrains. Under adverse operating conditions where one wheel could spin on ice, or in sand or mud, the axle automatically shifts some of the driving force, or torque, to the other wheel to take advantage of its better traction and propel the car.

Mustang's performance is backed by proven engineering features like manual or power-assisted rack-and-pinion steering for maneuvering into or out of tight parking spaces.

And Mustang takes curves in stride with a modified MacPherson strut suspension/front stabilizer bar combination teamed with a four-bar-link coil rear suspension. Other engineering features include front-disc and rear-drum brakes, DuraSpark electronic ignition and a



Recaro seats feature excellent shoulder, side and thigh support with an insertable wedge for additional lower back support

Mustang Cobra in Bright Bittersweet



coolant recovery system.

Mustang's resistance to corrosion gets a big assist from the use of precoated and galvanized steel panels and an increased use

of noncorrosive high-strength plastic. And, of course, all Mustangs are backed by Ford's three-year unlimited mileage corrosion-perforation warranty.

Mustang comes your way for '81

in both two- and three-door models. Both offer impressive standard features like high-back reclining front-bucket seats, dual rectangular halogen headlamps, wraparound taillights, and full wraparound bodyside molding.

There's also full instrumentation including tachometer and trip odometer, plus engine temperature, ammeter and oil pressure gauges.

The sporty three-door edition offers more than 32 cubic feet of carpeted cargo area with the rear seat down. There's even an optional cargo area cover to keep valuables out of sight.

The luxurious Mustang — Ghia — comes in two- and three-door models and includes stylish touches such as black wraparound molding with color-keyed inserts, dual black remote-control mirrors, bodyside accent pin stripes and racy turbine wheel covers.

Inside, revel in the luxury of low-back reclining bucket seats with adjustable headrests, deluxe color-keyed seat belts with tension relievers, full wrapover soft door-trim panels with carpeted lower sections and map pockets, and luxury color-keyed cut-pile carpeting.

In addition, the Ghia package includes lights in the glove box, ashtray, engine compartment and trunk, as well as a pivoting map or dome light.

And last but far from least, there's Ghia's Deluxe Sound Insulation Package.

Mustang's sportiest addition to its '81 lineup — the rakish Cobra — comes equipped with ultra-low profile TRX steel-belted radials

mounted on forged aluminum metric wheels, and full instrumentation that differs from the base model's with the addition of an 8,000 rpm tachometer and a turbo monitoring system.

From its racy front end with air dam and fog lamps to its integral rear spoiler, Cobra exudes performance. And it should — with under-the-skin features like Cobra's standard turbocharged 2.3-liter OHC four-cylinder engine and a special Handling Suspension Package that includes stiffer front and rear stabilizer bars, stiffer springs and bushings, and adjusted shock-absorber valvings.

Mustang's '81 option spotlight focuses on its exciting new T-RooF feature: two tinted reinforced glass panels that can easily be removed for that "open-air" feeling.

And also for the first time, this year power windows are available as an option. ☐

Mustang three-door with Flip-Up Open Air Roof in Medium Blue Glow





Futura four-door in Antique Cream with optional vinyl roof

Fairmont

Versatility Plus



Fairmont — one of the most successful nameplates ever introduced in America — enters its third year giving customers the best of several worlds — the operating efficiency of a compact, the interior roominess of a mid-size car, and

the standard equipment and wide choice of power teams, options and body styles traditional with larger cars.

Fairmont's standard powerplant is the 2.3-liter four-cylinder engine teamed with either four-speed manual or optional SelectShift automatic transmission. Optional 3.3-liter (200-CID) and 4.2-liter (255-CID) engines are paired with SelectShift automatic.

Fairmont this year offers more owner-pleasing standard features than ever before. New to the ranks are power front-disc and rear-drum brakes, Deluxe Sound Insulation Package and a viscous clutch fan on the optional 3.3- and 4.2-liter engines for lower average horsepower loss and quieter operation.

As impressive as Fairmont's list of options has always been, the 1981 edition offers even more with deluxe seat belts, a diagnostic console with digital clock, the Illuminated Entry System, TR-type tires and wheels, and an illuminated visor vanity mirror.

Also debuting on Fairmont's 1981 option lineup is the Traction-Lok Axle for a power-assist when you need it in snow, sand or mud.

For 1981, Fairmont and Fairmont Futura both offer a wide choice of body styles. Fairmont has two- and four-door sedan and four-door station wagon models. Futura comes as a two-door coupe, a four-door sedan and — for the first time — a four-door station wagon.

Fairmont's value is enhanced by design and engineering innovations such as solid unitized body construction, modified MacPherson strut

suspension, rack-and-pinion steering, maintenance-free battery and P-metric radial tires.

And low scheduled maintenance and Ford's three-year unlimited mileage corrosion-perforation warranty are evidence of Ford's commitment to give you the most for your money with Fairmont.



Fairmont's optional flight-bench seat

Fairmont's roomy and inviting interiors offer three seating configurations for 1981. Bucket seats — standard with all engines this year — accommodate five passengers. Optional full-width or flight-bench seats offer room for six.

Other noteworthy inside features include Fairmont's "driver command" seating position. It gives the driver a commanding view of the road with wide window glass surfaces, narrow roof pillars, plus low cowl, door and windshield belt lines. And automatic seat-back releases, standard with two-door models, eliminate the need for conventional latches and make entry and exit easier for rear-seat passengers.

There are also stalk-mounted

controls for turn signals, horn, headlamp dimmer and windshield wipers/washers, plus an inside hoodlatch release and a day/night rear-view mirror.

Another Fairmont plus is the fluidic windshield washer system. A single nozzle sprays an oscillating jet stream of solution over most of the windshield. Droplets are large and less affected by the wind than with conventional systems.

Fairmont's wagons have the highest cargo capacity of any mid-sized wagons built in America. A standard one-hand quick release makes it easy to fold down the second seat to give you 79.5 cubic feet of cargo space. Even with the seat up, you get 43 cubic feet of cargo space.

Standard also on the wagon are a "liftgate open" warning light, cargo-area light and color-keyed carpeting in the cargo area.

Available with the model of your choice are these exclusive wagon options: rear-window wiper/washer, roof-mounted luggage rack and a lockable stowage compartment.

For a special touch of class and an added bit of elegance, Futura's the choice to make. Standard offerings include dual-rectangular halogen headlamps, deluxe vinyl-insert bodyside molding with integral wheelcaps, jazzy turbine wheel covers, dual-remote control styled mirrors, and strategically placed accent stripes.

Inside, there are deep comfortable bucket seats with pleated vinyl seat trim, luxury door-trim with woodtone appliques and carpeted lower portions, special woodtone instrument-panel appliques, deluxe



Fairmont four-door in Dark Blue Metallic with optional vinyl roof

color-keyed belts with tension relievers, and more.

And you can fancy-up your Futura outside with one of four Tu-tone paint combinations, or inside, with the Interior Luxury Group — a Futura exclusive.

The Interior Luxury Group

includes bucket seats trimmed in special luxury velour fabrics, deep-pile color-keyed carpeting, carpeted luggage compartment and a Luxury Sound Insulation Package.

The Futura wagon also offers the top-of-the-line Squire option with woodtone appliqués. □

Futura Wagon in Bright Red and Fairmont Wagon in Antique Cream





LTD Crown Victoria in Midnight Blue Metallic over Medium Blue Glow

Ford LTD

New Efficiency in the Full-Sized Tradition



Ford LTD traditionally has offered family-sized roominess, comfortable ride and interior quiet. And this year's no exception with Ford LTD for 1981.

LTD interiors are spacious and comfortable. They provide ample

room for six adults.

And thanks, in part, to LTD's standard Luxury Sound Insulation Package, tests have proved LTD's ride to be as quiet as that of a Rolls Royce Silver Shadow.

LTD for 1981 is more efficient than ever before with the new 4.2-liter (255-CID) V-8 engine and Ford's innovative Automatic Overdrive transmission (AOD) — now standard. Optional 5.0-liter (302-CID) and 5.8-liter (351-CID) engines also team with AOD as well as a 5.8-liter (351-CID) high output V-8 engine. The 5.8-liter power plant is designed especially for law enforcement and trailer-towing use.

For 1981, LTD's line has a fresh look with six new paint colors, two new vinyl roof colors and five new Tu-tone paint/tape combinations.

Heading the lineup is the regal LTD Crown Victoria with its luxuriously padded rear half-vinyl roof with distinctive brushed aluminum wrapover molding — in two- and four-door models. The ever-popular LTD series is back in two- and four-door and wagon models. And out front by itself — the elegant LTD Country Squire.

For ease of exit and entry, LTD's door hinges are specially designed with a "tilt-away" feature to provide increased head and shoulder clearance, especially welcome when parked in tight quarters.

And you get more than 22 cubic feet of space in LTD's big vacation-size deep-well trunk.

LTD puts operating convenience at your fingertips with stalk-mounted controls for headlamp dimmer, turn signals, dual-note horn and windshield wipers/washers. Other

convenience features standard with LTD include illuminated glove box, ashtray and luggage or cargo compartment; front-door courtesy light switches; remote-control left-hand mirror; inertia seat-back releases on two-door models, and more.

All LTDs come equipped with power steering, power front-disc and rear-drum brakes, dual-halogen headlamps, and P-metric white sidewall radial ply tires.

And to protect LTD's exterior from the minor hazards of everyday



Interior Luxury Group Option in Sand

driving, there are front bumper guards and color-keyed vinyl-insert bodyside moldings.

Take your pick of two roomy wagons: LTD's classic Country Squire with its distinctive woodtone side panels or the remarkably affordable LTD series. Both come equipped with a standard 5.0-liter engine teamed with AOD. With the rear seat down, both models offer 89.7 cubic feet of cargo space. Add to that almost 12 cubic feet in lockable stowage compartments in the floor and quarter trim panel. And as LTD wagon lovers have

come to expect, both offer stretch-out room for six — or eight with the dual-facing rear seat option which includes removable seat cushions for extra under-the-floor storage space.

Ford the Wagonmaster also offers the innovative 3-Way Magic Doorgate, pioneered by Ford, and a convenient one-hand fold-down rear seat.

An optional Heavy-Duty Trailer Towing Package permits towing up to 6,000 pounds with any LTD equipped with a 5.8-liter engine.

LTD's interiors are as well-appointed as they are roomy, featuring 10-ounce color-keyed cut-pile carpeting, color-keyed deluxe belts with comfort regulators and standard full or flight-bench seats in a wide choice of colors and materials.

Inside the LTD Crown Victoria, you'll find a flight-bench seat in knit fabric with a fold-down center armrest, thick 18-ounce cut-pile carpeting and deluxe door-trim panels. And more: an electric sweep-hand clock, a pleasant seat-belt chime to remind you to buckle up, and AM/FM stereo radio.

Country Squire offers the same features except its flight-bench seat is all-vinyl and it comes with AM radio.

And with the LTD Crown Victoria, outside noise is kept to a minimum with a Super Luxury Sound Insulation Package.

Again this year LTD offers an impressive list of optional equipment. Some of the more outstanding features include an Autolamp On/Off/Delay System,



LTD four-door in Polar White with White vinyl roof

the Illuminated Entry System, pivoting front vent windows, a choice of three electronic search radios including one with Dolby® noise reduction system, the Premium Sound System, and Fingertip Speed Control with "Resume" feature.

The optional Interior Luxury Group, available with the LTD Crown Victoria and the Country

Squire, offers elegant touches such as uniquely styled split-bench seats in a choice of crushed velour, supersoft vinyl or optional leather; an electronic digital clock; a trip odometer; seat-back map pockets; luxury door panels with assist straps, and power side windows.

New on the 1981 LTD list of options are puncture-resistant self-sealing tires. □

LTD Country Squire in Antique Cream





Ranger Lariat

Light Trucks

A Truck for Every Need



Whatever your particular work or lifestyle, Ford Division has a truck designed to meet your needs — from the F-Series pickups and Bronco utility vehicle — the first new trucks of the '80s — to the Econoline Van, Club Wagon and the

compact Courier pickup.

Tough F-Series pickups tackle the '80s with a host of new features. Heading the list of better ideas for '81 is a new automatic overdrive transmission option. The already fuel-efficient powertrain lineup is further reinforced with the addition of a new 4.2-liter (255-CID) V-8. A four-speed manual overdrive transmission, introduced last year, is offered again in '81.

These new trucks have even more payload capacity than previous models with comparable GVWRs.

And the F-Series pickup remains America's only 4x4 with advanced technology Twin-Traction Beam independent front suspension. It provides a smoother ride than conventional mono-beam suspensions and assists in off-road control because it allows the front wheels to "step" over bumps independently.

Ford pickups are built tough on the outside, but are comfortable and good looking on the inside.

Redesigned for the 80s, Ford pickup cabs offer more leg room and head room than previous models. And with a Ford SuperCab — a two-door extended cab — there's room for a family of six with the optional rear-bench seat.

Outside, standard features include chrome bumpers, bright windshield moldings and rectangular halogen headlamps.

Inside, there are handsome vinyl standard bench seats, or your choice of optional cloth and vinyl bench seats or Captain's chairs on the SuperCab models.

If it's luxury you want in your

pickup, Ranger Lariat's the one. Outside, aerodynamic styling is accented by brushed-aluminum lower bodyside molding with black vinyl inserts and bodyside Lariat tape stripe. Lariat's interior features include deep-pile carpeting, distinctive seat trim, special door-trim panel appliques, and a luxury steering wheel. Three other F-Series trim levels are offered: Custom, Ranger and Ranger XLT.

The newest additions to the F-Series option lineup include power door locks and windows, automatic locking hubs and a new Snow Plow Special Package. And for the young at heart, there are sporty Free-Wheeling, Handling, Camper Special, and trailer-towing packages.

The versatile Bronco can be a lot of things to a lot of people. Not only is it a tough off-road recreational vehicle, but it's comfortable and practical enough for everyday family use. Bronco offers room for six with optional front and flip/fold rear bench seats.

Already the only full family-sized four-wheeler built in America with advanced-design Twin-Traction Beam independent front suspension,

Bronco XLT with Free-Wheeling Package



Bronco becomes an even more efficient vehicle in 1981 with the optional four-speed manual overdrive transmission. Driving in the overdrive gear cuts engine speed without a decrease in vehicle speed for reduced fuel consumption.

If you've a flair for the original, design extra fun and luxury into your Bronco with one or more of a host of options and optional appearance packages.

Courier gives credence to the claim that good things come in small packages. This sporty little number carries more payload — 1,400 pounds — than many full-sized models.

Available with either 2.0- or 2.3-



Courier XLT

liter engines, Courier offers such standard features as power-assisted front and self-adjusting rear-drum brakes, variable-ratio steering, a vinyl bench seat with hinged back for easy access to the back area, wraparound taillights and inside hood release.

If you like to do your trucking in style, Courier offers appearance and convenience options including air conditioning, the Exterior Decor Group with a selection of bodyside moldings, a sporty Free-Wheeling

Package and the XLT option.

As versatile as they are practical, Ford's Club Wagons are perfect for those seeking a recreational or family use vehicle.

Ford's Club Wagons have cornered the market on space, boasting up to six inches more headroom than many of their competitors. And the engine and front axle are far ahead for plenty of move-around room inside.

Three sizes to seat up to eight, 12 or 15 people are available as well as three ascending levels of trim — Standard, Custom and Chateau. There's also a special Captain's Club option with Chateau trim available on the 138-inch-wheelbase wagon.

The Captain's Club Wagon features Privacy™ glass behind the front doors, the Deluxe Accent Combination Tu-tone paint and bodyside accent stripe, plus all the standard Chateau features such as bright mirrors and bumpers. Inside, there are deep, comfortable Quad Captain's chairs that swivel and recline, and a snack/game table with recessed beverage holder.

But for the ultimate in Club Wagon luxury, try the new-for-1981 King of Clubs option. This package includes all the luxury features of the Chateau and Captain's Club options, plus this impressive list of features: an all-color-keyed interior, personalized nameplate on the instrument panel, a special tri-color exterior paint treatment, and color-keyed Sport Wheel Covers, chrome grille and headlamp doors.

In addition, an automatic transmission is standard as well as the Light Group, a color-keyed tilt

steering wheel, Fingertip Speed Control, and power steering and door locks.

Like the Club Wagon, the 1981 Econoline provides a tough van for practical as well as commercial use



King of Clubs Wagon in Blue Tri-Color

Captain's Chairs swivel and recline



with solid body-on-frame construction and Ford's famous Twin-I-Beam independent front suspension. Of course, a full range of comfort and convenience options is available. □

Ford Division reserves the right to discontinue or change specifications or designs at any time without notice or obligation. Some features shown or described are optional at extra charge. Some options are required in combination with other options. Consult your Ford dealer for the latest, most complete information on models, features, prices and availability.



Favorite Recipes

FROM FAMOUS RESTAURANTS by Nancy Kennedy



THE FIRE HOUSE

PRAIRIE DU SAC, WISCONSIN

Red and black are the dominant colors, from the fire engine red front doors with handles shaped like fire axes to the two-color carpeting and the red- and brass-accented draperies on the picture windows overlooking the Wisconsin River. Rex T. Boss, the manager, provides a varied menu of steaks, seafoods, veal dishes and roast duck among the favorites. Open year-round daily for lunch and dinner, it is at 540 Water Street on U.S. 12.

STEAK DIANE

- 2 tablespoons clarified butter
- $\frac{1}{3}$ cup thinly sliced onion
- 1 garlic clove, crushed
- 4 beef tenderloins, 4 ounces each
- 2 teaspoons Worcestershire sauce

- 2 teaspoons Dijon mustard
- $\frac{1}{2}$ cup tomato wedges
- Juice of $\frac{1}{2}$ lemon
- $\frac{2}{3}$ cup sliced fresh mushrooms
- $\frac{1}{2}$ teaspoon salt
- $\frac{1}{6}$ teaspoon cayenne pepper
- $\frac{1}{4}$ teaspoon white pepper
- $\frac{1}{4}$ teaspoon ground oregano
- $\frac{1}{4}$ teaspoon thyme
- 2 tablespoons Madeira or port wine

In heavy skillet, sauté onion and garlic in butter over moderate heat until soft and lightly brown. Pat meat dry; add and fry, turning pieces frequently to color them richly and evenly. Transfer meat to heated platter. Add Worcestershire, mustard, tomatoes, lemon juice, mushrooms, salt, cayenne, pepper, oregano, thyme and wine. Cook and stir until blended and sauce is reduced. Return meat pieces to pan and flame with 2 tablespoons heated brandy if desired. Serve at once on heated plate. Serves 2.

THE YELLOW RIBBON

KERRVILLE, TEXAS

This charming two-story Victorian house was a landmark home in the Texas hill country and has now been restored to its yesteryear state by the owner, Bonnie Summers. It takes its name from the picturesque live oak tree near the entrance covered with yellow ribbons tied throughout the branches. Dinner is served daily except Mondays; lunch in the summer only. The restaurant is at 1001 Jefferson Street at Tivy Street.

SHRIMP-MUSHROOM QUICHE

- $\frac{1}{2}$ cup diced celery
- $\frac{1}{4}$ cup chopped green pepper
- 2 tablespoons butter
- 1 cup small shrimp pieces
- $\frac{1}{2}$ cup sliced fresh mushrooms
- $\frac{3}{4}$ cup grated Cheddar cheese

- $\frac{3}{4}$ cup grated Swiss cheese
- 1 tablespoon chopped pimento
- 3 eggs, well beaten
- $\frac{3}{4}$ cup Vichyssoise Base (recipe below)
- $\frac{3}{4}$ cup half and half
- $\frac{1}{2}$ teaspoon salt
- $\frac{1}{8}$ teaspoon pepper

Partially baked 9-inch pie shell (10 minutes)

Sauté celery and green pepper in butter until clear. Add shrimp and mushrooms and sauté about 5 minutes longer. Spread evenly in partially baked pie shell. Over this sprinkle Cheddar cheese, Swiss cheese and pimento. Combine eggs, Vichyssoise Base, half and half, salt and pepper. Pour over ingredients in pie shell. Bake at 350° about 50 minutes. Serves 6.

Vichyssoise Base: Sauté 2 chopped green onions in 3 tablespoons butter until limp. Turn into electric blender with 2 cups diced cooked potatoes, two cups chicken broth, 1 teaspoon salt, $\frac{1}{4}$ teaspoon white pepper and $\frac{1}{8}$ teaspoon Tabasco sauce. Blend at medium speed until thoroughly blended and smooth.



THE CAT & FIDDLE RESTAURANT

CONCORD, NEW HAMPSHIRE

Winter sports fans are lured to this homey spot by the promise of fine hot soups and chowders. Year-round vacationers as well as local residents have been charmed with this restaurant's warm, attractive atmosphere and excellent foods since 1932. Nicholas Barous, the owner, is justly proud of his famous salad bar featuring many unusual items. A Friday night special is Lobster Bisque while Chili Con Carne is a favorite for any day. Open for lunch and dinner daily, the restaurant is at 118 Manchester Street, Exit 13 from I-93.

LOBSTER BISQUE

- 1/4 cup butter
- 8 ounces diced lobster meat
- 1 tablespoon chopped shallots
- 1/4 cup flour
- 1 teaspoon Ac'cent
- 1/4 teaspoon salt
- 1/8 teaspoon cayenne pepper
- 1 quart light cream
- 1/2 cup sherry wine

Melt butter, add lobster meat and shallots. Sauté until mixture has a nice pink color. Add flour and blend until butter is well absorbed. Stir in Ac'cent, salt and cayenne. Over low heat add cream and stir until mixture is creamy. Do not boil. Stir in sherry and heat to serving. Serves 4.

MICHAEL'S RESTAURANT HIGHLAND, ILLINOIS

When Mr. and Mrs. William Michael opened this restaurant in 1956 with their son, R. Guy Michael, and his wife, Joann, the dining room seated 60 people and there were six employees. Steaks, chicken and spaghetti were the menu features. Today it's a family empire with a seating capacity in plush surroundings for 200, plus two large private dining rooms, a fire-side cocktail lounge and a staff of 50 people. Five grandchildren play important roles: Gaye, chef; Brad, head waiter; Daniel, bartender; Fred, salad maker and Sue, hostess. A 20-unit motel, swimming pool, tennis courts and putting green are part of the complex. It is at 415 Broadway off U.S. 40 about 30 minutes from St. Louis.

Open daily for lunch and dinner. Reservations suggested.

PEPPERSTEAK A LA MICHAEL'S

- 4 sirloin strip steaks (8 to 12 ounces each)
- 1 to 2 tablespoons freshly cracked peppercorns
- 1/4 cup olive oil
- 1 large onion, cut julienne
- 2 medium green peppers, cut julienne
- 2 cups sliced mushrooms
- 1/2 cup Marsala wine
- 3 cups Espagnole sauce (brown sauce)
- 1 cup tomato sauce, heated

Trim fat from steaks and pound cracked pepper into both sides. Broil desired amount and keep warm. In heavy skillet, over medium heat, heat oil. Add onion, green peppers and mushrooms, heat thoroughly but keep vegetables crisp. Stir in wine and cook a few minutes to reduce wine. Stir in brown sauce and cook a few minutes to heat through. Top each steak with the vegetables and sauce, then place about 4 tablespoons tomato sauce over vegetables. Serves 4.



The Courageous and Crafty Crab

This puny creature survives by borrowing weapons, becoming a master of disguise and knowing when to run fast

by Irwin Ross

illustrations by Linda Meek Ervine

IN THE BLUE-GREEN depths of the ocean a strange battle seemed certain to come to a swift, deadly end. For one of the opponents was a two-foot fish with razor-sharp teeth, the other a small crab.

The helpless crab's shell was not very hard, its delicate claws weak. Yet, within seconds, the sharp-

toothed predator was fleeing wildly. For this little ocean crab, *Melia tessellata*, had done something incredible — something almost unheard-of in nature. It had picked up a weapon and used it against its adversary!

This crab's weapon was a sea anemone, a curious marine animal that looks like a flower and is equipped

with powerful stingers capable of shocking and partially paralyzing many fish and other animals it touches. The ocean crab had seized one of these natural hand grenades in each of its claws — which are not affected by the plant's sting — and hurled them at his foe.

Naturalists have come to expect the marvelous from this creature with the astonishing capacity to survive in the face of great odds. The crab is an animal that lives on land and water. And the fact that fish, birds and mammals, including humans, are unanimous in agreeing that the crab is singularly good eating puts it in constant jeopardy.

Popular view pictures the crab as well-armored and with dangerous claws. Yet many of the some 1,000 different kinds are small, weak and depend on their wits to keep alive.

A crafty crab is a master at disguise. Look for it, but you are apt not to find it. What you may see is just what hungry marine predators see — a sponge. For this amazing crab has neatly camouflaged itself with a sponge cut exactly to size.

One of the most humorous sights

in nature is to watch this so-called sponge crab deftly seize a sponge with its claws, slap the sponge onto its back and shift it around until the sponge is in the best position. One naturalist described the process as startlingly like a woman trying on a new hat.

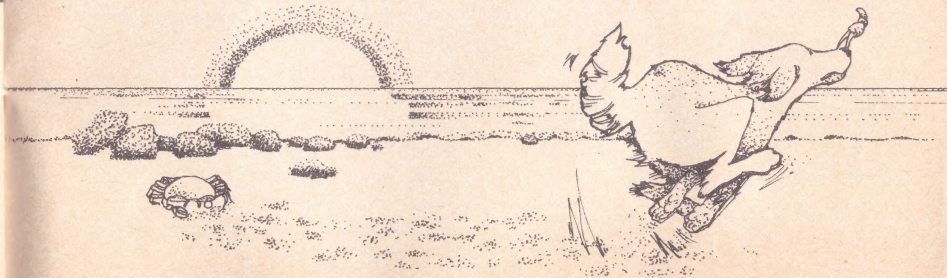
Once the crab has placed the sponge just so, it briskly snips around the edges with its sharp pincers until not an inch of its shell remains uncovered, nor is there any surplus sponge extending beyond the shell.

The fiddler crab has its own fantastic way of discomfiting an enemy. Watch a fiddler being worried by a dog. Suddenly the crab clamps its larger, pincer-like claw on the dog's nose. The dog howls with pain.

While the crab is fighting to loosen the pincer, something astonishing happens. The dog jerks away from the crab, but is left struggling to free itself from the tormenting pincer, which is, incredibly, no longer part of the crab.

The crab has quickly and easily lost its claw. Odder still, nature has endowed the fiddler with the capacity to grow a new claw.

By human standards, the crab's locomotion may often seem ludicrous.



But there are kinds that get around with astonishing speed and agility. The ordinary crab moves sideways. While its four legs on one side are pushing, those on the other side are pulling.

Some crabs do not really swim, but walk sedately along the sea floor, as though they were on land. They are equipped with gills.

I once observed a blue crab swimming past the dock, when suddenly a fish darted at it. The fish was a sheepshead, a fast-maneuvering predator, which seemingly should have made a quick mouthful of the crab. But when the fish's jaws snapped shut, the crab wasn't there.

The fish turned, and caught sight of the crab, which had taken refuge exactly above the fish's tail fin where it would be impossible for the fish's mouth to reach it. The fish seemed to spin through the water, but the crab persistently kept its position directly above the fish's tail.

The fish swam in a tight circle, then tried wild acrobatics, including quick figure eights. Still, the crab

swam calmly in the same safe spot. Finally the fish gave up.

The giant Alaska king crab, which weighs as much as 26 pounds, and the Japanese crab, which may have a spread of six feet from claw to claw, have comparatively few enemies. But they do have a built-in one, their large appetites. Scientists were always at a loss to explain how such mighty hosts as the 12,000 Alaska crabs seen off Kodiak Island in a single shoal could possibly get enough to eat.

Biologists of the Fish and Wildlife Service got the answer when they tagged a number of male crabs in the spring. In the fall they found some of the giants more than 300 miles away. This alone would seem a vast journey for the ponderous creatures, but the scientists figured that, because the crabs zigzagged, they must actually have traveled closer to 4,500 miles. These giant crabs must travel to survive. To do so, grotesque crab armies must march across the sea floor sweeping whole areas clear of much of their normal fare of fish and sea plants.

The crab even appears to have an affliction considered peculiarly human. For example, studying sand fiddle crabs, one scientist found that, when turned down by females they are courting, male crabs take up pointless displacement activity. They go through the motions of eating, scooping away vigorously with their claws, but getting little food.

"Those crabs," said the researcher, "are heartbroken." □





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